

were turned over to the Spaniards yesterday afternoon. Dr. Goodfellow and Captain Drier escorted the ambulances, and the correspondent of The Associated Press accompanied them. The Spaniards displayed great gratitude for this kindness, and there was considerable fraternizing, in which the Spaniards' desire for peace stood out like a headlight in a fog. There is no doubt that the subordinate Spanish officers are anxious to surrender, but they practically said that upon General Toral's decision they would rest. They admitted that they were short of provisions, but all appeared to be determined and resolute, and willing to die, if need be, in the defence of the city.

### THE OFFER OF SURRENDER.

#### CONDITIONS NOT ACCEPTABLE TO GENERAL SHAFER.

On Board The Associated Press Dispatch Boat Warden, off Juazeiro, Saturday, July 9, 7 p. m. via Port Antonio, Jamaica, Sunday, July 10, 9 a. m., and Kingston, Jamaica, 10:40 a. m.—The surrender of Santiago was formally offered by the Spanish commander, General Toral, to-day, but the conditions attached caused a prompt refusal of General Shaffer. The negotiations, however, resulted in the extension of the armistice until noon Sunday, and white flags of truce sail over the opposing armies.

General Toral's proposal contemplated the immediate surrender of the city, but he insisted that his army be permitted to march away under arms and with flying colors, and declared that he would fight to the last ditch unless the conditions were accepted.

General Shaffer replied that nothing but unconditional surrender would be considered by him, but he consented to cable the Spanish offer to Washington, in the mean time extending the armistice.

It was shortly before noon to-day when a little group of Spanish officers, under a flag of truce, came out from under the yellow wall of the besieged city, and slowly made its way toward the American lines. A detail was sent to meet the Spanish officers, and they were escorted to comfortable quarters, while the letter from General Toral was carried to General Shaffer's tent, two miles from the front. The letter was couched in the icily courteous terms characteristic of such communications, and was as brief as possible. It bore the signature of General Toral, who commands at Santiago since General Linares was wounded, and stated that he was prepared to surrender the city provided his army be permitted to capitulate "with honor." This, he explained, meant that the Spanish forces should be unmolested and go in any direction they wished, with arms and flying colors.

The letter concluded with the statement that surrender under any other terms was an impossibility, and would not be considered.

General Shaffer immediately cabled the facts to Washington, and sent to General Toral a refusal of his proposal; but added that he would communicate with his Government, and would extend the informal armistice until Sunday at noon.

It is deemed probable that the truce may extend even beyond the time designated, as the offer of General Toral to surrender on any terms is regarded as an indication that the Spanish commander has decided upon surrender on the best terms obtainable.

### A SURPRISE AT MANZANILLO.

#### MARIX WENT TO CAPTURE GUNBOATS AND GOT MORE THAN HE EXPECTED.

Off Santiago de Cuba, July 8, by Associated Press Dispatch-Boat Cynthia, by Way of Port Antonio, Jamaica, and Kingston, Jamaica, July 9, 6 p. m.—Commanders Adolph Marix of the converted yacht Scorpion and Purcell of the Osceola had a hot time at Manzanillo, where they had lately been unguarded, and the Spanish have used their branch of the army being there, it was decided to lock the stable door last week, and on Sunday, July 3, the Scorpion and the Osceola were before the place. It is on a long, deep bay, and a close examination by Marix convinced him that its defence was one small fort and four gunboats.

On Sunday morning Marix decided to go in and capture the gunboats, and so signalled to Purcell. Marix tells the story as follows:

"Imagine our surprise upon finding, instead of gunboats and a small fort, the shore filled with artillery and infantry. The next morning, at a desperate one, considering that we did not have any protection for our men or the guns. I think we must have been in a bad way. We had no pilot, and could not move in close. We were hit frequently, and at last, when a boat was seen, we were rescued. It was useless to risk the men's lives, we moved out.

"The gunboats lay behind the hills in small coves, and we could not get them. We moved out slowly and the fire ceased. The next morning we captured a large lighter and a sloop filled with provisions. No attempt was made by the gunboats to come out to the defence of these ships. The Spanish steamer Purcell, however, which had been around the coast looking for a place to land money and provisions, is in the harbor and has discharged her cargo."

### REFUGEES STARVING, TROOPS HEALTHY.

In Front of Santiago, July 8, by Associated Press Dispatch-Boat Cynthia, by Way of Port Antonio, Jamaica, and Kingston, Jamaica, July 9.—Refugees, many of them starving, although loaded with jewels and money, are strung along the road from Coney to Siboney. The bodies of four women, apparently well to do, were found on the road to-day. There is no place for the refugees here. It is probable that the Cubans have been forced to camp elsewhere and leave their base of supplies.

The general hospital is less crowded. General Hawkins, Colonel Liscum and Major Patterson, who were wounded seriously, but whose condition is not dangerous, are on the steamer City of Washington, which will go to Hampton Roads.

The general condition of the health of the American troops is excellent, but the water supply is poor, and a number of cases of malarial fever have developed. No deaths have resulted, however, and in nearly all the instances the fever has been broken up by a liberal use of quinine. The hardships of the campaign and the fears of possible attacks of fever have rid the Army in the field on the coast of practically all non-combatants, with the exception of a few newspaper correspondents, who have been on the ground since the American warships arrived off Santiago, and constitute the only force able to report the progress of the war, with the assistance of the dispatch-boat service.

### A SPANISH BOMB ON THE INDIANA.

Off Santiago, July 8, via Kingston, July 9.—The shore batteries about Santiago have not capitulated, as is evidenced by the Indiana's receiving a Spanish compliment in the shape of a bomb from a mortar on the night of July 4.

The missile went through the deck of the warship into the wardroom, where it exploded with terrific force. Luckily nobody was in the room at the time, and the explosion caused no loss of life. There was no panic, and the officers and crew quickly extinguished the fire which resulted.

### POSTAL SERVICE TO SANTIAGO.

Atlanta, July 10.—Colonel M. L. Terrell, superintendent of the Railway Mail Service, started to-night for Santiago, to establish a postal service between that city and the United States. He expects the Government to open up a postal service at the different points as fast as they are captured, and will arrange for a regular line of mail steamers.

### ENGLISH ARTILLERYMEN WILL COMPETE.

London, July 10.—The National Artillery Association has decided to send a volunteer team to take part in the Canadian competition. The team will sail on July 20 and will remain abroad seven weeks.

## Two Great Soaps CASHMERE BOUQUET and VIORIS

### HOW CERVERA WAS BEATEN.

Continued from first page.

ceived and returned the fire of the two leading ships and an occasional shot from the Cristobal Colon.

At 10:30 o'clock the chase was well formed, the positions being as follows: The enemy's ships in column between Cabanas and Guayacabon, the Brooklyn steering a parallel course a mile distant, with the Oregon two miles south-west. The other American vessels were obscured by the smoke.

At 10:33 the Colon and the leading ships of the enemy were close together, just clear of the Brooklyn's bow, as viewed from the Vixen, the Cristobal Colon gaining speed and closing up. It was apparent that the leading vessel was disabled and on fire, as she dropped rapidly astern. She apparently headed for the shore off Juan Gonzales.

#### THE OREGON FORGES AHEAD.

The Oregon, forging ahead capably, engaged the fourth ship as she passed. Two smaller Spanish vessels, probably the Furor and the Pluton, to the westward of Cabanas, engaged the Iowa and the Texas, though apparently on fire. But the leading vessels were too far to the west to be identified accurately. The Indiana was in sight a little to the west of Morro Castle.

At 10:34 o'clock the Cristobal Colon was still sailing, and was reserving her fire. At this moment the only American vessels seen from the Vixen were the Brooklyn, the Oregon, the Texas and the Iowa, six miles behind the Oregon. The Indiana was four miles astern of the Iowa.

At 10:37 the Cristobal Colon and other Spanish ships resumed the heavy fire. The second vessel was five miles from the Vixen. The Oregon was gaining rapidly on the Cristobal Colon, which was using smokeless powder. The enemy's fire was very high, and many of their shots passed over the Brooklyn, falling close to the Vixen, a piece of a shell tearing the flag at her masthead.

#### THE BROOKLYN'S DEADLY FIRE.

At 10:47 the Brooklyn forged ahead and the Oregon fired her forward 13-inch gun at the leading Spanish vessel. At 10:47 the Texas, in front of the Iowa, was gaining rapidly. At this time the Brooklyn's fire was steady and deadly, her shells striking or bursting alongside of the Spaniards.

At 10:49 the Texas reached Juan Gonzales, and the Indiana was apparently off Cabanas. At 10:50 the Vixen approached, heading north-northwest. The Texas was gaining rapidly, and the Iowa appeared to be off Juan Gonzales, and the Gloucester appeared off Guayacabon, both engaging the enemy's ships. At 10:54 another Spanish vessel was on fire, and heading for the beach with a heavy list to port. This was the Vizcaya, making for the reef at Acerraderos. At 11:01 the Vizcaya ported her helm and headed east, apparently seeking the entrance to Acerraderos. The Texas and the Vixen directed their fire on the Vizcaya until 11:07, when, as the colors were down, we ceased. At 11:09 there came a burst of flame and smoke from the Vizcaya's stern, and all the ships reserved their fire while passing the doomed vessel, which was hard on Acerraderos reef.

At 11:16 the Brooklyn, the Oregon, the Texas, the Iowa and the Indiana—the last named ten miles from the Cristobal Colon—were in sight of the Vixen. It was believed on the Vixen that the vessel at Acerraderos was the Spanish flag-ship. At 11:25 the Iowa had stopped. The after end of the Vizcaya was a sheet of flame, and from 11:26 to 11:42 there were many explosions on board the Vizcaya, apparently caused by the ignition of loose charges about the guns. They resembled huge chrysanthemums with ribbons of smoke as the burning powder grains fell from the ends of the petals.

#### CHASING THE CRISTOBAL COLON.

At 11:45 o'clock the chase resumed itself into the Cristobal Colon, which was close ashore and seven miles from the Vixen, with the Oregon one point on the starboard bow, distant a mile and a half; the Brooklyn one point on the starboard bow, distant three miles; the Texas on the starboard quarter, distant one mile; the Iowa two points on the starboard side, distant eight miles, and the New York one point on the starboard quarter, distant ten miles. The two last vessels were apparently off Boca del Rio, but were too far distant to be certainly identified in the thin haze and smoke from the leading ships. No other vessels were in sight. The smoke from the ship destroyed at Juan Gonzales and to the eastward could be seen, but the vessel's hull was invisible.

At noon the relative positions of the American ships were practically the same. When the Vixen was abreast of Sevilla, thirteen miles west of Santiago, the Texas bore three points on the starboard quarter, a little less than a mile off, and the Oregon and the Brooklyn one point on the starboard and port bow, distant four and five miles respectively; while the Cristobal Colon bore two points on the starboard bow, distant fully ten miles.

According to the official pilot on the Vixen that vessel was off Bayamita. The estimated distance was taken from the officers and official pilot. At 12:05 o'clock the New York was in line with the burning Vizcaya at a distance of nine miles. At 12:15 o'clock the Texas was on the starboard quarter, the New York two points on the starboard quarter, gaining; the Oregon a half-point on the starboard bow, the Brooklyn one point on the port bow, and the Cristobal Colon one point on the starboard bow, still miles away. At 12:20 o'clock the Oregon fired a shot which fell short. The Cristobal Colon was then hulled down from the Vixen. During the next half-hour the occasional shots from the Oregon and the Brooklyn struck near the chase.

At 12:59 the Texas was one point forward of the starboard beam and was steadily gaining. At 1:15 o'clock the Oregon and the Brooklyn headed in shore about four points.

#### THE TEXAS ANNOUNCES VICTORY.

At 1:23 o'clock the Texas signalled "The enemy has surrendered." This signal was reported to the New York, but was not acknowledged. The Cristobal Colon was seen through glasses aiming close in shore, and, according to the pilot, at Rio Tarquino. It was thought on board the Vixen that a white flag was displayed on the Cristobal Colon, but this subsequently proved to be escaping steam.

At 2 o'clock boats from the Brooklyn and the Oregon went alongside the Colon. At 2:25 o'clock the Vixen stopped off Rio Tarquino, near the Brooklyn and the Oregon. The New York arrived five minutes later, and intercepted the boats which were returning from the Colon.

In all of these observations the time was accurately noted, but the watch used was five minutes behind the deck clock, which agreed very nearly with the hours indicated by the bells on the other vessels.

#### ANOTHER STORY OF THE CONFLICT.

GREAT CREDIT GIVEN TO THE OREGON FOR HER SHARE.

Portsmouth, N. H., July 10.—The few officers who came in on the St. Louis who had partici-

ated in the fight with the Spanish cruisers off Santiago were obliged to tell the whole story of the memorable contest. While, in the main, their accounts did not differ from the press dispatches, yet they seem to give more credit to the work of the Oregon.

From the account given by one officer, it appears that on the morning of the fight the four American warships lay off the entrance to the harbor in this order: The Oregon was slightly to the east, then to the westward came the converted yacht Gloucester, lying between the Oregon and the Iowa. To the westward of the Iowa was the Texas, while further along, in fact, eight or ten miles to the west of the harbor, was the Brooklyn, with Commodore Schley on board.

The position of the fleet was in keeping with the plan mapped out by Admiral Sampson, and his command had definite orders in case the Spanish fleet made a dash out of the harbor. While all the ships had steam up, none of them, with the exception of the Brooklyn, was under way. The latter had a few minutes previous to the signing of the Spaniards turned away to the westward, and when the first shot was heard from the Iowa she was going away from the fleet at about an 8-knot gait.

#### BROOKLYN UNDER STEAM.

Just why the Brooklyn went steaming off to the west at this time is not known, but, although she had not gone far, and was still, probably, near the station designated by Admiral Sampson, her commander, nevertheless, had to swing around, and in doing so he put his helm to starboard and made a long sweep to port, going a mile or more offshore in the manoeuvre. The first Spaniard that came rushing out of the harbor's mouth was the Cristobal Colon, with Admiral Cervera on board, the Vizcaya was second, the Almirante Oquendo third and the Maria Teresa fourth, while two torpedo-boat destroyers brought up the rear.

While the Iowa got in the first shot at the fleet, as it came dashing by, the Oregon was the first American vessel outside of the Brooklyn in motion. She gathered headway so fast that she cut in between the Iowa and the fleet, and plumped a good 13-inch shell at the Colon before she had gone by. The Oregon was therefore in a most excellent position to meet the Vizcaya when she came along, and with the help of the Texas she tackled the Spaniard so fiercely that she was on fire in a few minutes and had headed for the beach. While the Oregon's whole forward starboard battery was hanging at the Vizcaya, the after guns had swung around and were plumping shells into the Oquendo, which also had been tackled by the Iowa, which, in the mean time, had disposed of the Teresa.

#### THE OREGON'S HIGH SPEED.

The wreck of the three Spaniards was accomplished in about fifteen or twenty minutes, and by this time the Oregon had attained her maximum speed. With her forced draught on and every pound of steam up, the big Pacific Coast battleship ploughed through the water as she never did before, except, perhaps, on her speed trial, three years ago.

Leaving the Texas and the Iowa to complete the destruction of the rest of the Spaniards and the rescue of the unfortunate sailors, Captain Clark headed the Oregon after the Colon. The Brooklyn by this time had taken her wide sweep off shore and was headed in for the Colon, opening up on that vessel with her port broadside. As the Colon ran by the Brooklyn she gave the latter the benefit of her big guns, and no less than thirty shots took effect on the Brooklyn's port side, and a number of them passed clear through the Yankee cruiser.

As the Colon went by the Brooklyn the latter turned her starboard guns on the Spaniard. In the run up the coast the Brooklyn was hit a dozen times on her starboard side, while all three of her tall smokestacks show the effects of the Colon's stern-chasers. The superior speed of the Brooklyn and the Oregon sealed the fate of the Colon, and after a run of forty miles Admiral Cervera ordered the flagship to be headed for the shore.

ADMIRAL CERVERA JUMPED OVERBOARD.

The Colon struck about one hundred and fifty yards from the beach and as soon as she had grounded Admiral Cervera ordered every one to jump overboard, and plunged into the sea himself, followed by all of his officers.

The little Gloucester, after destroying the torpedo-boat destroyers, turned after the Oregon and made such good time that she was up even with the Colon when she ran ashore. As she drew considerably less water than either the Oregon or the Brooklyn, her commander, Lieutenant-Commander Walcott, was able to run in close to the stranded Spaniard, and the Gloucester's boats were soon out after the swimming crew. Admiral Cervera was picked up just outside the surf about ten yards from shore, and after his long swim, was thoroughly exhausted.

The Colon had just turned inshore when the New York came up after a long and quick run of over sixty miles. The flagship was enabled to get in a dozen good shots before the Colon's flag came down, so that Admiral Sampson had a hand in the fight, although it was a brief one. It will be seen, therefore, that the Oregon, while the most easterly of all the American ships, nevertheless was enabled by her superior speed to have a hand in the destruction of all four of the Spanish cruisers, and was the only one of the fleet that did.

#### RAN ASHORE IN A FOG.

Parkshore, N. S., July 10.—The British steamer Parklands, Captain Carty, from Boston for this port, ran ashore this morning in a thick fog about two miles below West Bay. She was broken in two, and the bow, which was damaged, having a hole charge. She was broken in two, and the bow, which was damaged, having a hole charge. She was broken in two, and the bow, which was damaged, having a hole charge.

THE PARKLANDS IS A STEEL STEAMER OF 1,657 tons, and left Boston on July 8. She will probably be towed to the wharves for temporary repairs, and then to load deals at West Bay for George McKean. About two million feet of deals are now in lighters at West Bay that were awaiting her arrival.

#### A LAKE OF INK.

CALIFORNIA'S MOST UNNATURAL NATURAL CURIOSITY.

From The Salt Lake Herald.

Without doubt the most remarkable body of water in the world is in the vicinity of the Colorado River, in the southern part of California. In this region of ugly volcans, desolate wastes and slimy swamps, the strangest phenomenon of all is what the naturalists call a "lake of ink." No other description fits it so well.

The strange black fluid that forms the lake bears no resemblance to water. It must long ago have been a "lake of fire," and even now it takes excellently with the familiar description of the ink of ugly volcans, desolate wastes and slimy swamps, the strangest phenomenon of all is what the naturalists call a "lake of ink." No other description fits it so well.

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### "THE TIMES" AS A CRITIC.

#### AN ENGLISH VIEW OF THE FIGHTING OFF SANTIAGO.

London, July 11.—"The Times," in an article this morning reviewing the war, enters into a minute criticism of the naval battle off Santiago de Cuba, and arrives at the conclusion that "the gunnery of the Spaniards afloat, as on shore, must be hopelessly incompetent or their ammunition must be nearly worthless."

It thinks that the fire of the Chinese was relatively excellent.

"Both squadrons," continues the writer, "carried torpedoes, but these might as well have been on shore, for the American ships had no possible inducement to close to torpedo range, and the Spanish ships, receiving continuous punishment, were unable to do so. The action, like that of the Yalu, was therefore decided by the gun, which will continue to be the dominant weapon in naval warfare."

"The supreme importance of good naval gunnery needs no demonstration. As at the battle of the Yalu, fire is reported to have burst out quickly on board the stricken vessels; but it is not impossible that in some cases oil may have been employed on the decks to insure destruction if all hope of escaping capture had vanished."

"Upon the question of the value of side armor, as compared with protective decks for cruisers, no light is at present forthcoming."

"The fate of the torpedo-boat destroyers Furor and Pluton is noteworthy. As such vessels carry little combustible material, the reports that they were set afire may have been due to the appearance of flames from damaged funnels. The fact remains that these craft, which had been claimed as dangerous antagonists for a battle-ship, were hopelessly wrecked by an armed yacht which possessed nominally far inferior speed. The inference is that the tabulated elements of force and theoretical assumptions may need great qualification. It appears indisputable that the devoted Admiral Cervera's men displayed in continuing a hopeless struggle till the last was worthy of the loftiest traditions of the Spanish people."

Regarding General Shaffer's expedition, "The Times" article says:

"It recalls in many respects England's experiences in the Crimea, but the lack of science and of organization have resulted in a fresh demonstration of the admirable fighting qualities of the Americans."

With reference to the actual position at Santiago, the article observes:

"The United States seems naturally to have decided that the terms of surrender should be unconditional and, in the circumstances, permission to evacuate could not reasonably be expected. The idea mooted in New York that the Spanish garrison escape if it chooses appears to have little foundation. Escape in the face of an active enemy at close quarters is not an easy operation, and although General Shaffer is not prepared for pursuit, his right wing would probably be able to hold the Spaniards while the latter, without transports or food, and liable to the guerrilla attacks of the Cubans, would experience great difficulties."

"There is nothing now to justify a further expenditure of life upon either the capture or the defence of Santiago. If it be true that Admiral Sampson declines to send ships into the harbor, his decision cannot be too strongly commended. Warships have no business in cramped waters, where the fire of one or two guns may disable them."

With reference to Admiral Camara's movement, the writer says:

"His costly proceedings supply a strong commentary on the terrible mismanagement of the business of war at Madrid."

### TROOPS FOR MANILA AND HAWAII.

#### ADMIRAL MILLER AND GENERAL OTIS TO HOIST THE FLAG AT HONOLULU.

San Francisco, July 10.—Until the Honolulu programme is definitely settled, Major-General Otis can make no headway, either in this matter or any in regard to getting off the transports Peru and City of Puebla. The troops announced to go to Manila in these steamers are six troops of the 4th Cavalry, two batteries of the 6th Artillery, five companies of the 14th Infantry, sixty men of the 3d Artillery, some recruits for the hospital corps, signal corps and 18th Infantry.

It was intended that the Peru and the City of Puebla should sail on Monday afternoon, but it will probably be later in the week before they depart. Major-General Otis has stated that the 1st New York Volunteers, who arrive here on Tuesday, will probably proceed to Honolulu for permanent station there, and that it is possible that the 8th California Regiment will also be stationed on the Hawaiian Islands. It was originally intended to send it to Cuba.

The 7th California will probably be sent to Manila with the fifth expedition. Affairs may be so shaped that General Otis will accompany Rear-Admiral Miller on the Philadelphia to Honolulu, and after the Stars and Stripes have been hoisted, proceed to Manila in another vessel. He will be accompanied to Manila by Brigadier-General Harrison Gray Otis, who has received instructions to be prepared to sail any day. Admiral Miller has stated that he expected to sail for Honolulu about July 20. He characterizes as improbable the report that the Bennington is going to the Ladrone Islands.

### CYCLING REGULATIONS IN SWITZERLAND.

From The London Times.

The Secretary for Foreign Affairs has received from the British Minister in Bern a copy of a circular, signed by the Federal Council, which contains regulations with reference to the entry of cyclists into Switzerland. The circular states that full liberty of entry and exit will in future be accorded to cyclists belonging to members of cyclist societies which shall accept the following conditions: Every such society must apply to the head office of the Swiss Customs for the new privileges, with a declaration that the members of the society are bona fide cyclists, and that they will be subject to the regulations of the society; that the society will furnish the number of the cycle, and an indication of the kind of cycle and the trademark. The Swiss office of the Swiss Customs will furnish the society with models of the necessary cards. The cyclist whose card is found to be all right on leaving Switzerland. If it is not found in order, then the Customs House will apply the general regulations relating to the importation of articles for temporary use.

Griggs—You know that they say Mumbler has a skeleton in the closet at his house?

Griggs—So I've heard.

Griggs—It isn't a skeleton at all. It is just a tired old man who has been here all the evening as if he was coming out of the closet.—(Boston Transcript.)

## SPANISH CAPTIVES ARRIVE.

### CERVERA AND HIS MEN BROUGHT TO PORTSMOUTH BY THE ST. LOUIS.

Portsmouth, N. H., July 10.—The auxiliary cruiser St. Louis, with 746 Spanish prisoners aboard, including 54 officers, arrived in Portsmouth Harbor at 8:30 o'clock this morning, and a few minutes later dropped anchor just above Fishing Island. The big liner left Guantanamo at 6 o'clock Tuesday afternoon July 5, and did not stop until she dropped anchor in Portsmouth Harbor. Including the prisoners, there were 1,636 people on board the vessel, and out of this number there are ninety-one sick and wounded Spaniards under the care of surgeons. Admiral Cervera is confined to his cabin, having been somewhat ill for the last three days, although he was able to dress this morning. Captain Eulate, who was commander of the Vizcaya, and is among the prisoners, is also ill, having been wounded in the head in the battle off Santiago.

At 9:15 o'clock this morning the tug A. W. Chesteron went alongside the St. Louis with Health Officer F. S. Towns. The Health Officer made a thorough examination of the vessel, visited all the sick, and found that most of the sickness was due to wounds received in the battle or to exposure. He says there is no evidence of yellow fever or other contagious disease, and the people in the vicinity of where the prisoners are to be confined need feel no alarm about any pestilence breaking out.

#### GOVERNOR WOULD NOT ACCEPT PAROLE.

All of the Spanish commissioned officers have been on parole and had the freedom of the ship, with one exception, and he was the Governor of Santiago de Cuba, who was trying to escape from the city on Admiral Cervera's flagship when she was destroyed on that memorable morning of July 3. He refused to sign the parole papers, and was consequently confined in one of the cabins under guard.

The remainder of the prisoners, except the officers, were confined between decks and closely guarded. A detachment of twenty-eight marines from the Brooklyn, under Lieutenant Jordan, and twenty-one marines from the Marblehead, were put aboard the St. Louis when she left Guantanamo for the North to guard the prisoners, but they had little or no trouble with the men.

The prisoners, as well as nearly all the Spanish officers, are dressed in clothes of every description, as most of them went aboard with little clothing, and what they are now wearing was given to them by the officers and men from the American fleet.

Admiral Cervera has remained in his cabin, on the starboard side, throughout the trip. Health Officer Towns visited him and was warmly greeted. He shook hands with the Health Officer, and in good English said he was situated pleasantly on the boat and had received nothing except the kindest and most considerate treatment from both officers and men ever since he had been taken prisoner. He had not been feeling well for the last three or four days, but expected to be all right in a short time. He presents the appearance of a broken-hearted man, and keenly feels the loss of his fleet, containing the pick of the Spanish Navy.

#### SPANISH SURGEONS CARE FOR THEIR SICK.

The crew of the St. Louis have had nothing whatever to do with the prisoners since they came aboard, and have been kept as far away from them as possible. There are a number of Spanish surgeons on board, who have taken good care of the sick and wounded prisoners. There are about forty of the latter, the remainder being ill from the effects of exposure and strain in the battle. No one is allowed on board the prison-ship, and none of the officers or crew are allowed on shore.

At 11:50 an officer from the St. Louis, Ensign Paine, arrived at the Navy Yard, to officially inform Admiral Carpenter of the arrival of the vessel, and with messages for Captain Phillips.

Cadet Fremont, of the St. Louis, landed with a bag loaded with mail from the fleet, and it was sent in bags to the postoffice.

Ensign Palmer came ashore with important official dispatches for Washington, and started for that city at 2:21 this afternoon with a large grip, which he would allow no one to handle.

Admiral Carpenter has perfected arrangements to land the prisoners at their quarters on Seavey's Island to-morrow afternoon, and at 2 o'clock the tug Plantinga will take three barges loaded with prisoners to the island.

On the way up from Santiago, a number of the Spanish seamen said that they had had enough of fighting, at least with the Yankees. It is said that Admiral Sampson's report to the Navy Department of the destruction of Cervera's fleet contains about twelve thousand words. Ensign Palmer carried the document, which was in book form.

It is understood that Admiral Cervera has accepted an invitation to stay at a hotel at New Castle, about four miles from the Navy Yard.

Admiral Cervera's stay at the hotel will, however, be short, as the St. Louis will coal immediately after the Spanish officers are landed, and will then sail for Annapolis with all the Spanish officers. The St. Louis came up from Santiago with less than eight hundred tons of coal on board, and economy in coal consumption was the cause of her slow trip.

Chaplain Jones, of the Texas, came on the St. Louis, and preached to-night in the Congregational church on "The Navy in the War."

Sherman Hoar, of the Massachusetts Volunteer Aid Association, has completed arrangements for sending to the troops a large amount of supplies by the St. Louis. It is understood that the cruiser, after she discharges her prisoners, will coal at Newport News, and then take a large number of troops to Cuba.

#### WHAT ADMIRAL CERVERA SAYS.

Admiral Cervera came on deck late this afternoon, and conferred to talk with representatives of the press who came out to the St. Louis on a tug.

"You ask me," he said, "how I like America, and I answer you that I have always liked and, I may say, loved your people; but this war has been a duty with me and the men under me. I knew that the American fleet clearly outclassed us, but it was a question of fighting either inside or outside the harbor."

"I have many friends in America, and have only the kindest feelings for them, but every man has a duty to perform to his country, and all Spaniards tried to perform that duty. There has been much feeling in Spain, and I want all Spain to know the truth—that every ship of my squadron fought until the last, and when we could do no more we surrendered."

"I have much interest to know the exact situation in Spain. Captain Goodrich has treated us all as well as any one could possibly be treated. My officers have occupied quarters in the squadron, and we cannot complain."

A telegram was taken out to Admiral Cervera